208. Requests for unbundled interoffice transmission facilities utilize standard ordering procedures. Coordination and joint testing between Ameritech and the requesting carrier or ACI may be necessary to help ensure (i) that the interoffice transmission facilities, when combined with other Ameritech or the requesting carrier's own network elements, provide seamless service; (ii) that components of service provided by the requesting carrier and the unbundled interoffice transmission facilities properly function together; and (iii) that service problems are isolated and corrected. A requesting carrier or ACI may order unbundled interoffice transmission facilities through the AIIS Service Center for unbundled products.

209. As with unbundled loop transmission, Ameritech uses the industry standard ASR format (which I described earlier with respect to unbundled loop transmission) for orders for unbundled interoffice transmission facilities. In addition to electronic interfaces, requesting carriers have the option of submitting orders by mail or facsimile transmission. AIIS works with requesting carriers selecting these manual methods to develop timely and efficient methods for exchanging order and billing information.

210. Orders for unbundled interoffice transmission facilities require standard special access system processing, including the creation of a Design Layout Record ("DLR"). The special access system processing is commenced by mechanically forwarding unbundled transmission facilities requests to Ameritech's special access services facilities assignment system and to its special access design system for processing.

211. With respect to the provisioning function, Ameritech uses its existing provisioning procedures, systems and personnel to provision unbundled interoffice transmission facilities. Under these provisioning procedures, the requesting carrier's or ACI's order is processed through the AIIS Service Center and then forwarded through the Ameritech exchange access provisioning system. When both Ameritech and the requesting carrier are satisfied that they have successfully installed and tested the facilities, the order is completed for bill processing. Ameritech's CABS system is used for billing of unbundled interoffice transmission facilities.

212. If the carrier or ACI wants to disconnect current special access services from Ameritech, the order should include a disconnect request. The AIIS Service Center then edits and processes the request before forwarding it to the Ameritech standard exchange access provisioning system.

213. The AIIS Service Center provides the A and Z locations, the type of system, the line code and the frame form information to the Inter-office Facilities Circuit Provisioning Center ("IFCPC"), which then sends back the required information to the AIIS Service Center. The assigned AIIS service representative then creates the ASR/EXACT service order that is distributed to the HiCap Circuit Provisioning Center ("CPC").

214. After the facility assignment and design for the unbundled interoffice transmission facilities are completed, the order is distributed to the Ameritech field work groups and

to the requesting carrier for processing. The Ameritech HiCap Center contacts the requesting carrier to establish coordinated intervals and schedules, and coordinates work activities within the various Ameritech field work groups. When both the Ameritech HiCap Center and the requesting carrier or ACI are satisfied that they have successfully installed and tested the facilities, Ameritech's HiCap Center completes the order for bill processing.

215. The provisioning intervals for unbundled transmission facilities set forth below are based on Ameritech's actual experience to date with respect to comparable private line and special access service functions. These intervals depend on the availability of facilities and personnel at the requested location.

DS1 Unbundled Local Transport

On network building	5 business days
Facilities available	7 business days
Facilities or force not available	Negotiated
DS-3 Unbundled Local Transport	Negotiated
OC-N Unbundled Local Transport	Negotiated

These intervals were specifically approved by the MPSC in the AT&T Agreement (Sch. 9.10).

216. As with unbundled loops, specific repair and maintenance procedures exist for unbundled interoffice transmission facilities. The NECC maintenance procedures

outline the steps necessary to isolate and resolve trouble reports via Ameritech's HiCap Center, which (as I have noted) is the administrative center that handles high capacity customer circuits.

217. Ameritech also dispatches personnel to perform additional testing on central office equipment or at the point of interface to the requesting carrier or ACI. The Work and Force Administration (WFA) System queues the HiCap Center to dispatch service technicians to resolve the service problem. Since, as described by Mr. Kocher, the queue is computer-generated, service technicians are dispatched on a "first-come, first-served" basis and, therefore, resolve trouble reports relating to unbundled interoffice transmission facilities in a nondiscriminatory manner. Ameritech promptly advises the requesting carrier or ACI if it discovers that the problem is with that carrier's facilities or equipment. Ameritech also notifies the requesting carrier or ACI when problems are resolved.

VI. CHECKLIST ITEM (vi): UNBUNDLED SWITCHING

A. Local Switching

218. Ameritech's unbundled local switching ("ULS") product provides unbundled access to all switching capabilities and features associated with an Ameritech local switch, separate from the local loop and interoffice transmission facilities or other network elements. Mr. Edwards explains the ULS product in his affidavit, while Mr. Kocher

TAB 4

Before the
FEDERAL COMMUNICATIONS COMMISSION
Washington, D.C. 20554

In the Matter of Application by Ameritech Michigan Pursuant to Section 271 of the Telecommunications Act of 1996 to Provide In-Region, InterLATA Services in Michigan	CC Docket No. _____

BRIEF IN SUPPORT OF APPLICATION BY AMERITECH MICHIGAN FOR PROVISION OF IN-REGION, INTERLATA SERVICES IN MICHIGAN

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COUNSEL FOR AMERITECH

May 21, 1997

increase of 125 percent. Edwards Aff., ¶ 89, Sch. 2 at 4. Ameritech currently is furnishing or has received orders for approximately XXXXXX unbundled local loops from Brooks Fiber and more than XXXXXX unbundled local loops from MFS pursuant to their agreements, and both carriers are using the loops to provide local service.[49/] Id. As of April 30, 1997, 37,354 unbundled loops had been ordered or placed in service in Ameritech's five-state region. Id., ¶ 89.

(v) **Local Transport.**

Unbundled local transport, in the form of both dedicated and shared interoffice transmission as defined by the Commission (see 47 C.F.R. § 51.319(d)), is available to Brooks Fiber, MFS and TCG under their agreements on the same terms and conditions and at the same rates as those specified in the AT&T and Sprint Agreements (Sch. 9.2.4, Pricing Sch., Item V.D-E). See Edwards Aff., ¶¶ 90-92; Mayer Aff., ¶¶ 206-217; Ameritech MPSC Additional Submission, p. 17. Such transport is available between end offices and serving wire centers ("SWCs"), SWCs and IXC Points of Presence ("POPs"), tandem offices and SWCs, and Ameritech end offices or tandems and the wire centers of other carriers. Edwards Aff., ¶ 92. Ameritech provides competitors with all technically feasible transmission capabilities, including DS-1, DS-3, and Optical Carrier levels such as OC-3/12/48/96. Id.

Ameritech has procedures in place to furnish unbundled interoffice transport upon order. The necessary OSS functions for this element, described earlier, have been tested and are fully functional. Upon receipt, orders for unbundled transport are mechanically forwarded to

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[49/] See Ameritech Michigan's Submission of Information, Case No. U-11104, Attachment B, Response to Question No. 4(e) and (f), p. 19 (Mich. Pub. Serv. Comm'n dated Dec. 16, 1996) ("Ameritech MPSC Submission, Attachment B"); Ameritech MPSC Additional Submission, p. 16.

Ameritech's special access service facilities assignment system and to its special access design system for processing. Mayer Aff., ¶ 210. Provisioning is then coordinated between the AIIS Service Center, the Interoffice Facilities Circuit Provisioning Center, and the HiCap Circuit Provisioning Center, as described by Mr. Mayer (¶¶ 211-214). The provisioning intervals for interoffice transmission facilities are reflected in the AT&T and Sprint Agreements (Sch. 9.10) and are based on Ameritech's actual experience in provisioning comparable private line and special access services. Mayer Aff., ¶ 215. The maintenance for interoffice facilities is performed pursuant to Ameritech's Network Element Control Center ("NECC") procedures. Ameritech's HiCap Center, which is the administrative center for all high capacity customer circuits, is responsible for resolving all trouble reports. Id., ¶¶ 216-217.

At present, no competing carriers have properly ordered unbundled local transport pursuant to their interconnection agreements. Edwards Aff., ¶ 93. However, Ameritech is currently working with AT&T with respect to its placement of orders for shared transport in connection with the network platform pursuant to its interconnection agreements. In addition, Ameritech currently is furnishing local transport to Brooks Fiber, MFS and TCG under Ameritech's access tariff, along with other services included in that tariff.[50] Id.

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[50] Some interexchange carriers have asserted that there is an additional form of unbundled local transport, which they call "common transport." AT&T, for example, recently filed a lawsuit (see p. 7 supra) alleging that its interconnection agreement with Ameritech did not satisfy the Act because it does not provide for "common transport" as defined by AT&T. As Mr. Edwards explains, however, "common transport" is actually a service, not a network element. Further, Ameritech stands ready to provide this service when ordered as such, but not as an unbundled element. Edwards Aff., ¶¶ 94-105. In any event, the "common transport" issue is currently before the Commission on reconsideration in CC Docket 96-98. Ameritech has been active in attempting to resolve this issue, filing eight different ex parte letters with the Commission in CC Docket No. 96-98 on January 22 and 28, February 3, 13 and 25, March 11 and 28, and April 10, 1997.

TAB 5

Before the
FEDERAL COMMUNICATIONS COMMISSION
Washington, D.C. 20554

In the Matter of Application of Ameritech Michigan Pursuant to Section 271 of the Telecommunications Act of 1996 to Provide In-Region, InterLATA Services in Michigan	)	CC Docket No. 97-137

Reply Affidavit of H. Edward Wynn on Behalf of Ameritech Michigan

BEFORE THE
FEDERAL COMMUNICATIONS COMMISSION
WASHINGTON, D.C. 20554

In the matter of	)	
	)	
Application of Ameritech	)	
Michigan Pursuant to Section	)	**CC Docket No. 97-137**
271 of the Telecommunications	)	
Act of 1996 to Provide In-Region,	)	
InterLATA Service,	)	
in Michigan	)	

AFFIDAVIT OF H. EDWARD WYNN
ON BEHALF OF AMERITECH MICHIGAN

STATE OF ILLINOIS)
) **ss.**
COUNTY OF COOK)

I, H. Edward Wynn, being duly sworn upon oath, depose and state as follows:

1. I am Vice President and General Counsel of Ameritech Information Industry Services ("AIIS"), 350 North Orleans Street, Third Floor, Chicago, IL 60654.

2. In that capacity, I am responsible for all Ameritech negotiations under Sections 251 and 252 of the Telecommunications Act of 1996 (the "Act"). I have personally participated in or supervised Ameritech's negotiations with each of the carriers that have requested Interconnection, Resale or access to Unbundled Network Elements under the Act. In particular, I personally participated in all of the substantive negotiations with AT&T and MCI and in all of the negotiations with LCI

12. AT&T's witnesses in this proceeding make several statements about the negotiations that are incorrect. Those statements fall into three categories: 1) statements involving shared/common transport, 2) AT&T's request for Interconnection and the Interconnection Activation Date in the Agreement, and 3) the Bona Fide Request ("BFR") Process in the Interconnection Agreement. I will address each of those items as it relates to the negotiation history and the terms of the Interconnection Agreement. Mr. Edwards will address other aspects of those subjects in his affidavit.

13. First, AT&T's contention that Ameritech's actions during the negotiations led AT&T to believe that Ameritech had agreed to provide "common transport" as AT&T now defines it has no reasonable basis in fact. AT&T's argument is essentially that by changing references in the document from common transport to shared transport, Ameritech somehow was changing the product definition and requirements related to that Network Element. That is not true. Ameritech did not change anything other than the label for that Network Element. All of the substantive terms related to that Network Element—whether it is called Common Transport, Shared Transport or "George"—remained the same, and were agreed to by AT&T as early as October 21, 1996.

14. Those terms are principally contained in Schedule 9.2.4 of the Agreement.[1] Putting aside whatever controversy may exist regarding the name for Shared Transport in that Schedule, the terms and conditions for Ameritech's provision of Shared Transport to AT&T are set forth in the language of that Schedule. That language was agreed to by the parties, a fact that AT&T does not and cannot dispute.

15. Specifically, AT&T agreed that: (a) Shared Transport was a facility between the same locations specified for Dedicated Transport (See §§ 1.1 and 1.3); and (b) Shared Transport and Dedicated Transport permitted AT&T to request certain options and additional features (See § 3). Under AT&T's current definition of "Common Transport," it could not utilize those options since it proposes to use Ameritech's design specifications for Ameritech's own network.

16. At no time during the negotiations or Commission-supervised mediations did AT&T's representatives ever discuss "Common Transport" as AT&T now seeks to define that term, or ever raise "Common Transport" as an issue that was in dispute.

17. I have reviewed the Exhibit to Ms. Bryant's Affidavit that is entitled "AT&T's Unbundled Wholesale Products that AT&T Expects to Purchase." That document was Attachment 1 to Bonnie Manzi's May 8, 1996, letter to Neil Cox,

---

[1] The other terms and conditions relating to Shared Transport are contained in Schedule 9.2.6 and Schedule 9.5.

President of AIIS. [See Bryant Affidavit at Paragraph 34.] Ms. Manzi's cover letter states that Attachment 1 includes a list of the wholesale unbundled product combinations and individual components that AT&T is interested in purchasing, a summary for each requested product, including a brief definition and expected functionality for each product, and an expanded definition of each unbundled component.

18. I carefully reviewed Ms. Manzi's letter and its Attachment 1 as part of my participation in AIIS' negotiations with AT&T. I have reviewed the letter and Attachment 1 again in conjunction with my preparation of this affidavit.

19. AT&T's definition of Common Transport in Attachment 1 to Ms. Manzi's letter is quite different from AT&T's definition of Common Transport today. Indeed, AT&T's definition of Common Transport in that document is virtually identical to its definition of Dedicated Transport, and is very similar to the definition of Shared Transport that is contained in the Interconnection Agreements.

20. I arrived at that conclusion by comparing the definition and network diagram drawings for Common Transport (Pages 28-30 of the Appendix of Attachment 1) with the definition and network diagram drawings for Dedicated Transport (Pages 31-35 of the Appendix to Attachment 1).

21. That AT&T-prepared attachment states:

Common Transport is an interoffice transmission path between LEC Network Elements (illustrated in Figure xx).

Figure XX

Dedicated Transport is an interoffice transmission path between AT&T designated locations. Such locations may include LEC Network Elements, AT&T network components, other carrier network components, or customer premises. Dedicated Transport is depicted below:

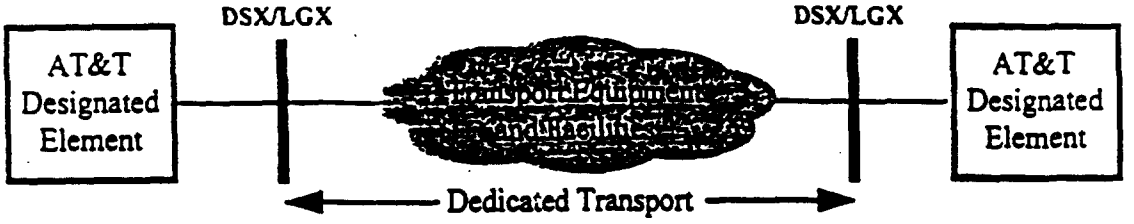

Figure zz

22. The portion of each diagram that illustrates AT&T's requested Network Element is the same: each begins and ends at the DSX (Digital Cross-Connect Panel) or LGX (Light Guide Cross-Connect Panel). And, what is between those end points and beginning points is exactly the same: "Transport Equipment and Facilities."

23. Ameritech carefully considered the Appendix when developing Schedule 9.2.4 of the Interconnection Agreement, and there are many provisions in AT&T's Appendix that are included verbatim in the Interconnection Agreement as I show in the mark-up attached hereto as Exhibit C. Significantly, the Technical References that both parties agreed to for Dedicated and Shared Transport are exactly the same. See Schedule 2.3 of the Interconnection Agreement, pages 2.3-2 - 2.3-4. And, the relevant terms and conditions are also the same, with minor noted exceptions.

24. One significant deletion from the AT&T requirements that I personally insisted upon during the negotiations, and to which AT&T agreed, was the provision in AT&T's Dedicated Transport requirements that Ameritech would provide Dedicated Transport as a system. At the time this issue was discussed with AT&T's negotiation team, I told AT&T that Ameritech was not required to provide Network Elements as a "System"; rather AT&T would have to order Network Elements individually (or have Ameritech combine such discrete Network Elements), and would receive only facilities and equipment and their associated functionalities, but not a service. This was consistent with Ameritech's position, as I always expressed it to AT&T, including in my June 6, 1996, letter to AT&T, that Network Elements were discrete facilities and equipment, not services. AT&T then agreed to delete references to Interoffice Transport as a System.

25. Thus, AT&T is wrong when it implies that AT&T requested what it now calls "common transport" from the beginning of our negotiations and that Ameritech deceived AT&T by re-labelling common transport as shared transport. During the negotiations of the Interconnection Agreement, AT&T never requested "common transport" as it now defines that term.

26. For the same reasons, the Network Element Platform Combination (which AT&T has now given the name UNE-P) does not include AT&T's current definition of "common transport" because the Network Element Platform Combination includes Shared or Dedicated Transport as those Network Elements are defined in Schedule 9.2.4.

27. Similarly, AT&T's allegations that Ameritech improperly rejected AT&T's orders for the Unbundled Network Element Platform are also misplaced because the orders that AT&T submitted were inconsistent with the Interconnection Agreement. Attached as Exhibit D is AT&T's first order for the Network Element Platform. Contrary to the requirements of Schedule 9.2.4 and Schedule 9.2.6 of the Interconnection Agreement, AT&T did not include the required ordering information. AT&T's order designated only the state in which it wanted the Network Element Platform, without providing any of the Trunk Side Information it was required to provide under Schedule 9.2.6 of the Interconnection Agreement, including the locations between which AT&T wished Ameritech to provide Interoffice Transport. In

fact, AT&T refused to provide any information about the Network Elements that are part of the Network Element Platform Combination. Similarly, AT&T still failed to provide some of that information when it reordered the Network Element Platform. See Letter from Bonnie Hemphill to Eddy Cardella, dated May 21, 1997, attached as Exhibit E. Without this information, Ameritech could not process AT&T's orders since it did not know where to provide the Network Elements or the quantity to provide, among other things. Ameritech has offered to assist AT&T with placing its Network Element Platform Orders, but AT&T has not taken Ameritech up on this offer.

28. AT&T is also confused about the Interconnection Activation Date and the Interconnection provisions of the Interconnection Agreement. I will focus on three issues: (1) The methods of Interconnection AT&T requested during the negotiations and mediations; (2) the Implementation Activation Date; and (3) the provision of the Interconnection Agreement relating the Interconnection provisions with the provisions providing access to Network Elements.

29. During the negotiations, AT&T repeatedly stated that its preferred method of Interconnection with Ameritech was Collocation. In that regard, AT&T provided Ameritech with its proposed Network Architecture. See Exhibit F. That Network Architecture included only Collocation as the Interconnection Methodology. Ameritech also offered to provide Interconnection via Mid Fiber Meet.

C

MAY - 8 1996

AT&T

Bridget B. Manzi
Vice President
Central States
Local Services Organization

227 West Monroe Street
13th Floor
Chicago, Illinois 60606
(312) 230-6440 Phone
(312) 230-9834 Fax

May 8, 1996

Mr. Neil Cox
President
Ameritech
Information Industry Services
350 North Orleans, Flr 3
Chicago, IL 60654

Dear Neil:

As we've discussed, I am providing a draft overview of the unbundled wholesale products that AT&T expects to purchase from Ameritech. This information should provide you the basis for developing the product descriptions, terms and conditions, as well as the prices that you intend to offer us in this area. I expect that after our discussion on Wednesday, May 15, 1996, we will know who from the Ameritech team will provide us with the specific information we will need in order to develop interfaces for the ordering, provisioning, maintenance and billing systems and operational processes that you are proposing to use to support these unbundled products.

This package includes the following:

Attachment 1:	A list of the wholesale unbundled product combinations and individual components that AT&T is interested in purchasing.
Attachment 1A - 1H:	A summary for each requested product which includes a brief definition and expected functionality for each product.
Appendix :	An expanded definition of each unbundled component including some technical and interface requirements which your support teams may find helpful.

I have asked Paula to provide a copy of this material directly to Greg, Ray and Ed as well as to offer our assistance to them between now and May 15, to further explain or clarify the attached information. Please give me a call directly if you have any questions or would like to discuss this approach before the meeting.

Sincerely,

Attachments

cc: G. Dunny
R. Thomas
E. Wynn

Technical and Interface Requirements

This Appendix sets forth the descriptions and requirements for unbundled network elements.

Loop Distribution

Definition

Loop Distribution is the Network Element that provides connectivity between the NID and the terminal block on the customer-side of a Feeder Distribution Interface (FDI). The FDI is a device that terminates the Loop Distribution and the Loop Feeder, and cross-connects them in order to provide a continuous transmission path between the NID and a telephone company central office. The LEC shall provide AT&T with physical access to, and the right to connect to, the FDI. For loop plant that contains a concentrator/multiplexer element, the Loop Distribution may terminate at the FDI (if one exists), or at a termination and cross-connect field associated with the Concentrator/Multiplexer Network Element. This termination and cross-connect field may be in the form of an outside plant distribution closure, remote terminal or fiber node, or an underground vault.

The medium of the Loop Distribution may be copper twisted pair, coax cable, or single or multi-mode fiber optic cable. A combination that includes two or more of these media is also possible. In certain cases, AT&T shall require a copper twisted pair Loop Distribution even in instances where the medium of the Loop Distribution for services that the LEC offers is other than a copper facility.

Requirements for All Loop Distribution Media

Loop Distribution shall be capable of transmitting signals for the following services (as needed by AT&T to provide end-to-end service capability to its customer):

- 2-wire voice grade basic telephone services;
- 2-wire ISDN;
- 2-wire Centrex;
- 2 and 4-wire PBX lines or trunks;
- 2 and 4-wire voice grade private lines and foreign exchange lines;
- 4-wire digital data (2.4Kbps through 64Kbps and n times 64Kbps (where $n \leq 24$); and
- 4-wire DS1 (switched or private line).

Common Transport

Definition

Common Transport is an interoffice transmission path between LEC Network Elements (illustrated in Figure xx).

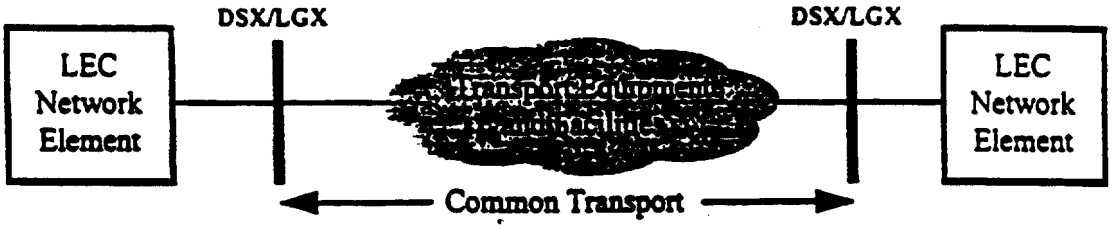

Figure XX

Technical Requirements

For DS1 or VT1.5 circuits, Common Transport shall, at a minimum, meet the performance, availability, jitter, and delay requirements specified for Central Office to Central Office "CO to CO" connections as specified in AT&T TR 62411 (reference ee).

MODIFIED INTO SCH. 9.2.4 §4.3

For DS3 circuits, STS-1 circuits, and higher bit transmission rate circuits, Common Transport shall, at a minimum, meet the performance, availability, jitter, and delay requirements specified for Central Office to Central Office "CO to CO" connections as specified in AT&T TR 54014 (reference dd).

MODIFIED INTO SCH. 9.2.4 §4.4

The LEC shall be responsible for the engineering, provisioning, and maintenance of the underlying equipment and facilities that are used to provide Common Transport.

MODIFIED INTO § 9.9.1

At a minimum, Common Transport shall meet all of the requirements set forth in the following technical references (as applicable for the transport technology being used):

1. ANSI T1.101-1994, American National Standard for Telecommunications - Synchronization Interface Standard Performance and Availability;

2. ANSI T1.102-1993, American National Standard for Telecommunications - Digital Hierarchy - Electrical Interfaces;

INCLUDED IN SCH. 2.3

3. ANSI T1.102.01-199x, American National Standard for Telecommunications - Digital Hierarchy - VT1.5;

4. ANSI T1.105-1995, American National Standard for Telecommunications - Synchronous Optical Network (SONET) - Basic Description including Multiplex Structure, Rates and Formats;

INCLUDED IN SCH. 2.3

809059

5. ANSI T1.105.01-1995, American National Standard for Telecommunications - Synchronous Optical Network (SONET) - Automatic Protection Switching;

6. ANSI T1.105.02-1995, American National Standard for Telecommunications - Synchronous Optical Network (SONET) - Payload Mappings;

7. ANSI T1.105.03-1994, American National Standard for Telecommunications - Synchronous Optical Network (SONET) - Jitter at Network Interfaces;

8. ANSI T1.105.03a-1995, American National Standard for Telecommunications - Synchronous Optical Network (SONET): Jitter at Network Interfaces - DS1 Supplement;

9. ANSI T1.105.05-1994, American National Standard for Telecommunications - Synchronous Optical Network (SONET) - Tandem Connection;

INCLUDED IN SCH. 2.3

10. ANSI T1.105.06-199x, American National Standard for Telecommunications - Synchronous Optical Network (SONET) - Physical Layer Specifications;

11. ANSI T1.105.07-199x, American National Standard for Telecommunications - Synchronous Optical Network (SONET) - Sub STS-1 Interface Rates and Formats;

12. ANSI T1.105.09-199x, American National Standard for Telecommunications - Synchronous Optical Network (SONET) - Network Element Timing and Synchronization;

13. ANSI T1.106-1988, American National Standard for Telecommunications - Digital Hierarchy - Optical Interface Specifications (Single Mode);

14. ANSI T1.107-1988, American National Standard for Telecommunications - Digital Hierarchy - Formats Specifications;

15. ANSI T1.107a-1990 - American National Standard for Telecommunications - Digital Hierarchy - Supplement to Formats Specifications (DS3 Format Applications);

16. ANSI T1.107b-1991 - American National Standard for Telecommunications - Digital Hierarchy - Supplement to Formats Specifications;

17. ANSI T1.117-1991, American National Standard for Telecommunications - Digital Hierarchy - Optical Interface Specifications (SONET) (Single Mode - Short Reach);

INCLUDED IN SCH. 2.3

800000

18. ANSI T1.403-1989, Carrier to Customer Installation, DS1 Metallic Interface Specification;

19. ANSI T1.404-1994, Network-to-Customer Installation - DS3 Metallic Interface Specification;

INCLUDED IN SCH. 2.3

20. ITU Recommendation G.707, Network node interface for the synchronous digital hierarchy (SDH);

21. ITU Recommendation G.704, Synchronous frame structures used at 1544, 6312, 2048, 8488 and 44736 kbit/s hierarchical levels;

22. Bellcore FR-440 and TR-NWT-000499, Transport Systems Generic Requirements (TSGR): Common Requirements;

23. Bellcore GR-820-CORE, Generic Transmission Surveillance: DS1 & DS3 Performance;

24. Bellcore GR-253-CORE, Synchronous Optical Network Systems (SONET); Common Generic Criteria;

25. Bellcore TR-NWT 000507, Transmission, Section 7, Issue 5 (Bellcore, December 1993). (A module of LSSGR, FR-NWT-000064.);

26. Bellcore TR-NWT-000776, Network Interface Description for ISDN Customer Access;

27. Bellcore TR-INS-000342, High-Capacity Digital Special Access Service-Transmission Parameter Limits and Interface Combinations, Issue 1 February 1991;

INCLUDED IN SCH. 2.3

28. Bellcore ST-TEC 000052, Telecommunications Transmission Engineering Textbook, Volume 2: Facilities, Third Edition, Issue I May 1989;

29. Bellcore ST-TEC-000051, Telecommunications Transmission Engineering Textbook Volume 1: Principles, Third Edition. Issue 1 August 1987;

30. AT&T Technical Reference 54014, ACCUNET T45 Service Description and Interface Specification, May 1992; and

31. AT&T Technical Reference TR 62411 ACCUNET T1.5 Service Description And Interface Specification, December 1990 and all addenda.

800081

Dedicated Transport

Definition

Dedicated Transport is an interoffice transmission path between AT&T designated locations. Such locations may include LEC Network Elements, AT&T network components, other carrier network components, or customer premises. Dedicated Transport is depicted below:

MODIFIED INTO Sch. 9.2.4, §1.1

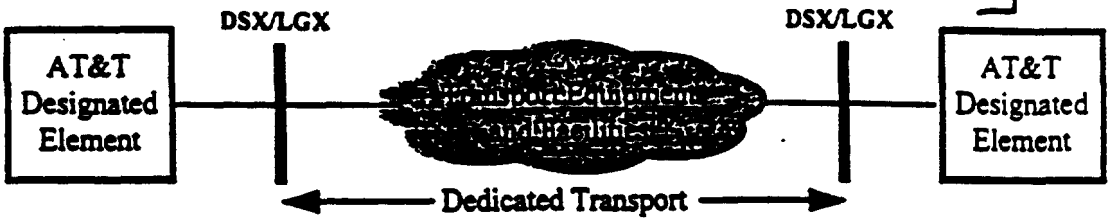

Figure zz

When Dedicated Transport is provided as a system it shall include:

1. Transmission equipment such as multiplexers, line terminating equipment, amplifiers, and regenerators;

2. Inter-office transmission facilities such as optical fiber, copper twisted pair, and coaxial cable;

3. Multiplexing functionality;

4. Grooming functionality (other than that provided by a DCS - e.g., grooming in an add-drop multiplexer);

5. Redundant equipment and facilities necessary to support protection and restoration; and,

6. Cross-office wiring to a DSX or LGX where facilities from a switch, cross-connect, or other service platform are terminated.

Technical Requirements

This Section sets forth technical requirements for all Dedicated Transport.

When the LEC provides Dedicated Transport to AT&T, the entire designated transmission circuit or system (*e.g.*, DS1, DS3, STS-1) shall be dedicated to AT&T.

MODIFIED INTO Sch. 9.2.4, §4.1

The LEC shall offer Dedicated Transport in all then currently available technologies including, but not limited to, T1 and T3 transport systems, SONET (or SDH) Bi-directional Line Switched Rings, SONET (or SDH) Unidirectional Path Switched Rings, and SONET (or SDH) point-to-point transport systems (including linear add-drop systems), at all available bit transmission rates.

MODIFIED INTO Sch. 9.2.4 §4.2

For DS1 or VT1.5 circuits, Dedicated Transport shall, at a minimum, meet the performance, availability, jitter, and delay requirements specified for Customer

MODIFIED INTO Sch. 9.2.4, §4.3